

CONFIDENTIALCLASSIFICATION ~~SECRET~~ CONTROL US OFFICIALS ONLYCOUNTRY Soviet Zone of Germany REPORTTOPIC Altenburg Airfield 50X1-HUMEVALUATION PLACE OBTAINED

DATE OF CONTENT.

50X1-HUM

DATE OBTAINED

DATE PREPARED 14 August 1950

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Parachute jumps from twin-engine transports were made over the Altenburg (N 51/K 27) airfield at 2:50 p.m. on 24 May 1950. Eight parachutists jumped from one plane. (1) About 400 men were quartered in the barracks buildings at the field. (2) The section of the old Altenburg-Chemnitz (N 51/K 66) road along the northern edge of the field was blocked. The 85 hectares north of the road which were previously farmed were included in the airfield. About 500 men worked on the runway grading the sand layer. (3)
2. On 10 June 1950 it was observed that kilometer stone 4.5 is on the Altenburg-Penig (N 51/K 47) road where the airfield begins and kilometer stone 6.1 is in the woods where the field ends. The barracks area on the northern edge of the field is about 200 meters wide so that the landing field is 1,400 meters from east to west. (3) Excavations north of the road to Penig were in full progress. From kilometer stone 4.5 the construction site extended eastward 400 meters along the road. Two narrow-gauge trains pulled by small diesel locomotives were being loaded.
3. About 35 twin-engine transports were parked on the landing field. (4) No flights were made between 3 and 5:30 p.m. No motor vehicles were seen and there was no activity by the unit stationed at the field.
4. Part of the runway was concreted by 11 June 1950 and may be completed in two or three months. The complete strips were protected by straw mats. Under-

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ground cables were being laid on both sides of the runway. A taxiway which looped to the north from the flight control station to the end of the runway was also being constructed. (3)

5. The barracks buildings at the field, with a capacity of about 2,000 men, were occupied by about 500 men. The soldiers were not allowed to leave the field except officers who were given town leave to make purchases.
6. Three or four planes made local flights almost every day between 1 and 13 June 1950. Before the flying started, a truck and a radio truck drove to the take-off point and the fire truck went to the front of the flight control station. The take-off point was marked by two white flags and the take-off direction by four or five white flags at 100 meter intervals. On five nights three or four planes, with their navigation lights on, flew between 9 p.m. and 2 a.m. Turbo jet fighters with swept-back wings were observed several times over Altenburg. It could not be determined whether the field was occupied by such planes. 50X1-HUM
7. It was not noticed that any of the air force soldiers stationed at the field wore parachute insignia or similar emblems. [redacted] a parachute unit was stationed there and that parachute jumps by 30 to 40 soldiers were observed in the fall of 1949. [redacted] 50X1-HUM
a Soviet major [redacted] had made a parachute jump and then flew his plane to Berlin the following day. (1)
8. The field was still occupied by 35 twin-engine transports between 17 and 26 June 1950. (4) Nine transports which returned from a formation flight landed at the field at 4 p.m. on 17 June 1950.
9. There were still about 500 men stationed at the field, including 200 officers who were flying personnel. (2) Three insignias which had not been previously observed were worn by the personnel. [redacted] 50X1-HUM
10. Construction work on the runway was still in progress. The road along the northern edge of the field was torn up.

Comments.

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- (1) It is not known which units made the jumps. It is believed possible that the flying personnel of the transport unit were trained in parachuting. [redacted] 50X1-HUM

[redacted] the Soviet major who was a pilot made a parachute jump.

- (2) If not more than 500 men are stationed at the field it is believed improbable that, in addition to the flying and ground personnel of the air transport regiment, a parachute unit is also there. It is possible that the parachute jumps were made by personnel of the air transport regiment.

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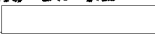
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- (3)  expansion of the airfield to the north. According to a previous report, the SW-NE runway is to be extended to about 2,200 meters.  50X1-HUM
- (4) The occupation of the field by aircraft has not changed since March/May 1950. The air transport regiment is apparently equipped with 35 to 40 Li-2s.



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